

Lagondaforum: New Oil Pump 2.6

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Written by garand69 at Nov 12, 2013 6:14 am

HELLO

MY ENGINE OIL PUMP IS USED

I BUY A NEW OIL PUMP

Have you made any changes to your lubrication system in the engine
if so, which?

thank you for all the information and photos

best regards

Cyril carré (France)

Re: New Oil Pump 2.6

Written by ray sherratt at Nov 12, 2013 11:29 pm

Have you checked the oil clearances, the gear/rotor end float
should be .002"to.004" of an inch. The gear/rotor to body
clearance should be .004"to.010" max. New pumps are expensive
but you can have your old one rebuilt. At the moment I have
7 Feltham engines in rebuild, two for Hans Natens of Belguim.

Ray Sherratt.

Re: New Oil Pump 2.6

Written by garand69 at Nov 13, 2013 4:41 am

Hello

pump heavy scratches in the body and play in the gears

I am interested in retrofitting a pump if possible

how should I do?

I have received proposals for new pumps. providers indicate a flow and a higher pressure.
there are changes to the cannaux grease, body oil filter
and the oil supply pipes that extend crankshaft
there is a change on the camshaft but I do not understand
if you are interested in these changes sent me an email directly I will pass them on.

Re: New Oil Pump 2.6

Written by ray sherratt at Nov 14, 2013 10:45 pm

There is work on the block to reduce the unwanted back pressure which destroys the scrow gear drive. The face
that the pump bolts to needs to be opened to match the
exit opening the oil pump. The hole needs to be milled to
the depth of the transfer port below, preferably with

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a bull nosed cutter, or blended with a die grinder. Next the transfer holes forward, and the two to the oil filter tower, all need to be bored/drilled to 14mm. Be careful on braking through into the the transfer drilling, not to touch the oil pressure relief valve port opposite. Next the oil pump tower needs the same treatment. These operations will require tapping for larger end plugs. The oil filter lower and upper holes at 90deg to the vertical holes, need to be checked to make sure they line up to the block and the filter housing. Make sure the gaskets don't mask the drillings. Last of all if you have the old rotary oil filter copper screen type they can be converted to a modern paper type.

Ray.
